

CENTRAL INTELLIGENCE AGENCY
INFORMATION REPORT

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SUPPLEMENT TO 50X1-HUM
REPORT NO.

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THIS IS UNEVALUATED INFORMATION 50X1-HUM

1. Immediately after World War II, the Cesko-moravska Kolben Danek (CKD) - Stalingrad, National Corporation in Prague-Vysocany (50.7N-14.28E) was called Tito works. The name was changed in 1948. The CKD plant is located on the eastern side of the suburb Vysocany between the stops of streetcar lines Nos. 19 and 15, not far from the Vysocany railroad station.
2. The plant is part of the heavy machinery industrial network. Within the organization of the Czechoslovak heavy machinery industry, the following plants are attached to the CKD-Stalingrad plant: CKD-Dukla in Prague-Karlin; CKD Sokolovo in Prague-Liben; CKD Slany in Slany and its branch factory in Prague-Vysocany; CKD Modrany; CKD Sokolov (Falknov) and other plants in Slovakia. The factory itself is divided into nine sections; each section has a chief [REDACTED] The sections are further divided into subsections and each workshop has a number. 50X1-HUM
3. Personnel of the CKD-Stalingrad, National Corporation is as follows: 50X1-HUM

Jindrich Snobl, manager [REDACTED]

(fnu) Hanus, chief of the turbine and compressor research division [REDACTED]

(fnu) Stetivy, deputy manager [REDACTED]

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(fnu) V Hrnecir, engineer, works as technician in turbine and compressor research division [REDACTED]

Engineer Zdenek Ryska, specialist in thermal energetics and research [REDACTED]

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Josef Touska, chief of the auxiliary storehouse; building storehouse and boiler room; [REDACTED]

Josef Siska, administrative employee [REDACTED]

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(fnu) Cerny, in charge of accepting and dismissing employees
160cm tall; thin; blond hair; devoted Communists.

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(fnu) Jakl, chief of the section VES (Vysocany Electrical Machines), in charge of
the first shift

(fnu) Bohuslav, in charge of the second shift;

(fnu) Tomas, engineer in research institute;

(fnu) Hlavacek, engineer

Engineer (fnu) Kozesnik;

(fnu) Labut, chief of one production hall;

4. The following men come to the plant every Monday at 7 am for a meeting:

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Engineer Vaclav Fabinger, general manager of the Ministry of Heavy Industry

(fnu) Polda, Fabinger's deputy;

Mr Jenicek, engineer from the Regula factory;

5. Until recently the plant had 9,600 employees (exact figure). New employees are being accepted continuously, mostly from the transferred government employees. The daily rate of newly accepted workers is around 40 persons. Of this number, only 40% are skilled workers; 20% are women, helpers and administrative employees. The plant works in three shifts, the day shift being the largest. The administrative offices work in one shift. For a while, in order to fulfill one quota, the workers had to work on Sundays. Sometimes the police have to force transferred government employees to work in the plant. On the average a skilled worker earns 5,000 Kcs (crowns), an unskilled worker 3,000 Kcs per month. As a piece wage, the regular workers get 20-35 Kcs per hour while foundry workers get up to 40 Kcs. The Stakhanovites, numbering about 500 in this plant, get a wage of 40-80 Kcs per hour while the helpers get 15-18 Kcs. Women are paid on the same scale as men. The senior foreman, Mr Touska, had a wage of 9,000 Kcs a month, (without deductions). His assistant had a wage of 7,000 Kcs. A factory foreman gets 8,500 Kcs. Only 15% of the employees are real Communist Party members. Most of these are foremen and Stakhanovites. The Communist propaganda machine in the plant is very active and factory meetings are held to teach the workers how to increase individual output. In spite of this, however, the output of the plant is lower than it should be because of the deliberate slow-down tactics of the laborers. Very often, brawls and quarrels take place in the factory canteen and the factory militia has to arrest offenders. Often the offenders are sent to the forced labor camps. Married workers are not sent as readily as unmarried ones. Morale is low because of low wages, longer hours and higher cost of living. Communist Party factory meetings take place once a week and general meetings once a month.

6. The factory has its own water works while gas is supplied by the gas works in Liben and electricity comes from power plants in Prague-Holesovice and Ervenice, district of Most. The whole plant is driven by electricity and has its own transformer. The boiler room has two boilers in operation. Coal is supplied from Ostrava and Kladno while coke comes from Ostrava. Most of the ore comes from the USSR. Raw materials and semi-finished products are supplied by the Vitkovice Iron Works, and Poldi Hutte in Kladno. The scrap material supply (which is rapidly diminishing) comes from Eastern Germany. The factory has its own railroad track with three small steam engines, 40 electric cars, 10 trucks of 10 tons each, three tractors and some trailers. The plant has the following machine tools; lathes; planes; grinders; electric hack saws; hand presses; electric presses; vertical grinders; cranes; shears; pneumatic and electric hammers; centrifugal drills; shapers, etc. Woodworking tools are as follows:

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lathes; sanding machines; power saws; joiners; planers, etc. In the foundry for non-ferrous metals are four electric furnaces. In the foundry for blue steel are six furnaces. In the division for production of electric motors there is a testing hall for electrical instruments with measuring devices, transformers, switchboards and coil winders. In other halls are devices for testing tensile strength, hardness and elasticity. There are also instruments for drafting enlargements, comparators, contour projectors and "IKON" apparatus. In one department there is a testing tunnel for jet engines. A special testing hall for water turbines is also in use. New additions to the plant are continually being built. There is a large building in the center of the plant with a red cross painted on it. Besides being a first aid station, it is also the administration building.

7. The plant has its own factory militia consisting of 100 men in black uniforms who are armed with pistols. This militia holds military training exercises once a week on the Invalidovna field between Liben and Karlin. There is also a 20-man factory guard at all gates day and night. Two-man guard patrols cover the factory to see that workers do not talk to each other while working. At night these patrols are reinforced by an additional militia man. The guard lodges in the field are manned by strong units day and night. Two guards stay on duty in the lodge while two patrol the neighborhood. At night the guards have two dogs.
8. The following items are produced by the plant: locomotives, crankcases for heavy trucks, armored cars, tanks and airplanes; railroad car axles; electromotors; railroad diesel engines; ship propellers; water turbines; transformers; compressors, search lights; generators; machines and equipment for the mines; electric locomotives; various machine parts. Some of these goods, e g crankcases, are sent to other factories for further work or assembling. The monthly production was as follows: several pieces of water turbines weighing 7-8 tons, 10-12 meters high; about 1,000 auto crankcases; 100 airplane crankcases; 200 tank crankcases; 200 electromotors. About 75% of produced crankcases for tanks are exported to the USSR, the remaining 25% being used at home. Large excavators were made with 250 hp engines and four direct current dynamos. In 1951, 20 of these excavators were built for the USSR; 60 electromotors were built for the Spisska Nova Ves mines and 40 electromotors were built for the Czechoslovak State Railroads (CSD). In addition, a series of trolleys was made for the cities of Prague and Bratislava. There is a serious shortage of ball bearings in the mining machinery department. The special research division is working on a model of an engine for jet planes. The work is supervised and directed by six Soviet engineers. The parts for the construction of jet engines come from other plants; e g the Skoda works in Pilsen.

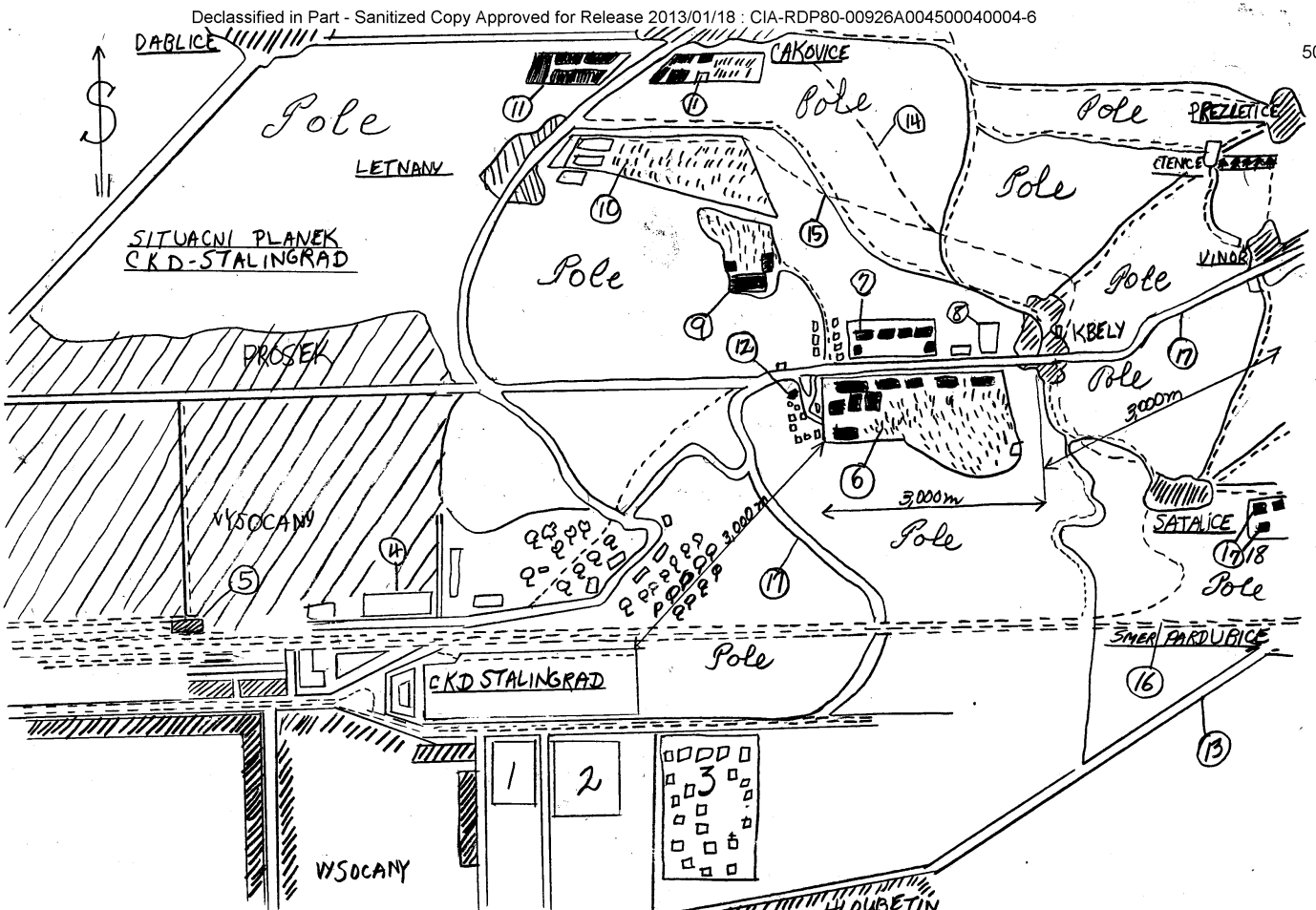
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ENCLOSURES:

- (A) Map of CKD Stalingrad National Corporation, Prague-Vysocany, and explanation of the map.
- (B) Organizational Chart of the CKD Stalingrad National Corporation, Prague-Vysocany.

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ENCLOSURE (A)

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CKD - Stalingrad National Corporation, Prague-Vysocany
(Explanation to the enclosed map)

1. Automobile Plant Praga
2. Airplane Plant Aero
3. Emergency housing development
4. Steam-powered Flour mills Odkolek
5. Railroad Station Prague-Vysocany
6. Airport Kbely
7. Air-force Barracks
8. Military radio factory (Radiovka)
9. Testing airfield and hangars of the Aero Plant
10. The Rudy Letov Plant, an automobile and aircraft plant which is located next to the air field.
11. The Avia Plant, an automobile and aircraft plant.
12. Light tower with automatic rotating beam. The light tower is in operation all night. Its height is about 30 meters.
13. Concrete state highway toward Pardubice.
14. Railroad line. Prague-Vzetaty
15. Railroad side line connecting the main line with the Rudy Letov plant.
16. Railroad line Prague-Pardubice
17. State highway Prague-Mlada Boleslav
12. Radio-station, two iron poles 100 meters high. The poles are equipped with red lights as a protective measure for the night landing of planes on the near-by airports.

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ENCLOSURE (B)

Organization Scheme of the CKD Stalingrad Plant, National Corp.
Prague-Vysocany

Management of the Plant-
 Manager

Secretary

NG - Electro

NG - Foundry

Management of the Sector

Management of the Sector

Construction

Construction

VES-VTR-VDR
 VEP-VKZ-VTK

VSO-VSL-VSH

Explanation of the abbreviations:

VES - Production of the Electrical Machines

VTR - Production of Transformers

VDR - Railway machines Production

VEP - Production of Electrical Instruments

VKZ - "Kazet"

VTK - Production of turbines and compressors

VSO - Steel Foundry

VSL - Pig Iron Foundry

VSH - Aluminum Foundry

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